

The Hong Kong Telegraph.

No. 113.]

HONGKONG, MONDAY, OCTOBER 24TH, 1881.

[PRICE—\$16 PER ANNUM.]

Shipping.

FOR
PORT DARWIN, THURSDAY ISLAND,
COOKTOWN, TOWNSVILLE, SYDNEY,
and MELBOURNE,
(Taking through Cargo for New Zealand
via Poochow).

**THE EASTERN AND AUSTRALIAN
STEAMSHIP COMPANY'S STEAMER
"CATTERTHUN,"**
will be despatched as above TO-MOR-
ROW, the 25th instant, at 4 p.m.
For Freight or Passage apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 19th October, 1881.

To be Let.

TO LET,
Immediate Possession,
TOP FLOOR of No. 8, Queen's Road
Central (above Mr. Noble's).
J. M. GUEDES, JUN.
Hongkong, 3rd October, 1881.

TO LET.
HOUSES at SPRING GARDENS.
Apply to
F. PEREIRA.
215, Wanchai Club.
Hongkong, 7th September, 1881.

Intimations.

RECORD of AMERICAN and
FOREIGN SHIPPING.
Agents,
ARNHOLD, KARBERG & Co.
Hongkong, 15th June, 1881.

J. AND R. TENNENT'S ALE and
PORTER.
DAVID CORSAIR & SONS'
Merchant Navy
Navy Boiled
Long Flax
Crown } CANVAS.

ARNHOLD KARBERG & Co.
Hongkong, 15th June, 1881.
TUITION IN THE FRENCH
LANGUAGE,
by Monsieur Louis PIRON, aine;
SINGING (CULTURE OF THE VOICE)
by Monsieur EUGENE PIRON, jeune.
44, Queen's Road.
Hongkong, August 30th 1881.

T. ALGAR AND COMPANY,
HOUSE AND ESTATE
AGENTS.
RENTS COLLECTED.

BROWN, JONES & Co.,
UNDERTAKERS.
MOURNING STATIONERY, &c.
MONUMENTS ERECTED.
9, HOLLYWOOD ROAD.

Afong, Photographer,

HAS A LARGER COLLECTION of
VIEWS than any other in
CHINA.
Miniatures Painted on Ivory from \$7.
Oil Paintings on Canvas from \$5.

Cartes de Visite, Cabinet, and all
other Styles of Portraits at equally
moderate prices executed under the
supervision and management of
D. K. GRIFFITHS,
Studio 8, Queen's-road.

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ALL ITS BRANCHES EXECUTED
AT VERY LOW RATES AT THE
"HONGKONG TELEGRAPH"
OFFICE.

Account Books ruled to any pattern
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with Best Materials.

"TELEGRAPH" OFFICE, HONGKONG.

Intimations.

ECA DA SILVA & Co.
GENERAL COMMISSION AGENTS
AND AUCTIONEERS.

IMPORTERS OF PARISIAN
GOODS, SPANISH WINES, AND
GENUINE HAVANA CIGARS.

Special lines in Fancy and Plain
SATIN, SILK, AND GAUZE DRESSES.
A variety of Richly TRIMMED
COSTUMES, from the first houses
in Paris.

Elegant Dressing & Morning-
GOWNS.
BATHING DRESSES in the latest
Style.

MUSLIN SHAWLS, CRAVATS,
and FICHUS.
An assortment of FINE FRENCH
CORSETS.

Ex recent Mail Steamers.
Ladies' and Children's STRAW
HATS, in great variety.

PARASOLS and UMBRELLAS.
RIBBONS and SASHES of every
description.

Silk and Lisle Thread STOCKINGS.
COLLARS and CUFFS in latest
Fashions.

SATIN and KID SHOES.
White and Colored KID GLOVES.
Gentlemen's SILK and SATIN
SCARVES.

French BOOTS and SHOES.
A large collection of Elegant Arti-
cles suitable for presents, from the
Grand Magasins du Louvre.

Picasso & Lubin's Celebrated
PERFUMES.

The most varied collection of Fancy
Goods in the Colony.

SHERRIES of the Finest Quality
at extremely low prices.
Note the address, 48, Queen's-road
Central.

Hongkong, 15th June, 1881.

THE Undersigned have been ap-
pointed AGENTS to the NEW
YORK BOARD of UNDER-
WRITERS.

ARNHOLD, KARBERG & Co.
Hongkong, 15th June, 1881.

HONGKONG TIMBER YARD,
WANCHAI.

O REGON PINE SPARS
AND LUMBER
always on hand.

L. MALLORY,
Proprietor.

Hongkong, 24th June, 1881.

JUST RECEIVED.

A SMALL SIZE MELODIAN, by Geo.
A. PRINCE & Co., Buffalo, N.Y.
FOR SALE CHEAP.

Apply at the VARIETY STORE.
Hongkong, 10th October, 1881.

FOR SALE.

A SIX-OARED GIG, good as New, OARS
Bowlocks, and everything com-
plete. The boat is suitable for a House
Boat or Captain's Gig.

Apply at the office of this Paper.
Hongkong, 18th October, 1881.

NOTICE.

I Have this day established myself
as Merchant and General Commis-
sion Agent, under the style of W. G.
HUMPHREYS & Co.

W. G. HUMPHREYS.
Bank Buildings,
Hongkong, 1st October, 1881.

NOTICE.

GOODS received on STORAGE, at
the Blue Building Godowns,
Marine Lot 65, Prayer East, and ad-
vances made on the receipt.

For the MESSRS. Godown Co.,
J. M. GUEDES, JUN.
Hongkong, 3rd October, 1881.

Intimations.

C. L. THEVENIN.
WINE AND SPIRIT MERCHANT,
AND COMMISSION AGENT.
HONGKONG HOTEL BUILDING,
QUEEN'S-ROAD CENTRAL.

D. K. GRIFFITH & Co.
MANUFACTURERS OF THE
LONDON AERATED
WATERS,
AND GENERAL AGENTS.
7, Beaconsfield Arcade.

A. MILLAR & Co.,
PLUMBERS, GASFITTERS,
COPPERSMITHS, AND BRASS-
FOUNDERS, OFFICE AND WAREHOUSE
FLETCHER'S BUILDINGS, QUEEN'S-ROAD
EAST. WORKS—SPRING
GARDENS, WANCHAI

G. FALCONER & Co.,
WATCH AND CHRONOMETER
MANUFACTURERS
AND
JEWELLERS.
NAUTICAL INSTRUMENTS,
CHARTS AND BOOKS.
No. 46, QUEEN'S-ROAD CENTRAL.

J. ULLMANN & Co.
42, QUEEN'S-ROAD, CENTRAL, 42.

Importers of WATCHES,
CLOCKS, MUSICAL BOXES, MARINE
and EYE GLASSES, in great
varieties, and General Goods.
N.B.—Watches carefully repaired
at moderate rates.

STAG HOTEL.
QUEEN'S-ROAD CENTRAL.

Good accommodation for Visitors,
English & American Billiards.
Tiffin at One o'clock.

Dinner at 7.30.
This Hotel is most centrally situated
and within easy distance of the prin-
cipal landing places.

—J. COOK,
Proprietor.

William Schmidt & Co.
GUNMAKERS, &c.
BEACONSFIELD ARCADE.

Arms, Ammunitions, and Requisites
of every description.

Arms Repaired, Cleaned, or Converted
at moderate charges.

Sporting Guns and Ammunition
always on hand.

Chs. J. GAUPP & Co.
CHRONOMETER, WATCH, AND
CLOCK-MAKERS,
Jewellers, Silver-smiths, and
Opticians.

Charts and Books.
Nautical Instruments.
Sole Agents
for Louis Audemars' Watches;
awarded the highest Prizes at every
Exhibition;

and for Voigtlander and Sohn's
Celebrated OPERA GLASSES,
MARINE GLASSES, and SPYGLASSES
No. 38, Queen's-road Central.

LE CROIRE-TRANSPORTS.
SOCIETE ANONYME D'ASSURANCE
MARITIME MARSEILLE.

CAPITAL SUBSCRIBED.....15,000,000 Francs.
CAPITAL PAID-UP..... 3,750,000 Francs.

The Undersigned, having been ap-
pointed AGENTS of the above Company,
are prepared to GRANT POLICIES
on MARINE RISKS to all parts of
the World.

ARNHOLD, KARBERG & Co.
Hongkong, 15th June, 1881.

For Sale.

ED. CHASTEL & CO.,

WINE MERCHANTS,

Marine House, 15, Queen's-road.

HAVE for sale on recent arrivals, Light Breakfast CLARETS in quarts and
pints. After Dinner CLARETS in quarts and pints.

CHATEAU LAFITE, MARGAUX, LAROSE, LEOVILLE CLOS DE
MAURIN, &c. &c.

De St. Marcoux & Co's CHAMPAGNE in quarts, pints and half-pints.
CLARET in WOOD.

CHARTREUSE, CURAÇOA, MARASCHINO.
Price list on application.

SAYLE & CO.'S SHOWROOMS.

NEW GOODS.

Ex Fleurs Castle.

Ex Glenorchy.

New Black Dress Silks.
Dress and Millinery Satins.
Coloured Flashes and Rozelles.
Ladies' and Children's Marino Hose.
Two, Four, Six, and Eight Button Kid
Gloves.
Suede's Gloves.
Ladies' Spun Silk and Cashmere
Jerseys.
Boys Jersey Suits.
Scrap Albums.
Relief Pictures for ditto.
Nail, Tooth, and Hair Brushes.

New Costume Tweeds for Dresses.
A splendid variety in Winter Dress
Goods.
Ladies' Braided and Embroidered Felt
Skirts.
Scotch Plaids in every Pattern.
All-Wool Shawls.
Shetland Scarves and Wraps.
An assortment of Crewel Work.
Ladies' and Children's Boots and Shoes.
Specialities in Silk Scarves.
Velveteens in all colours.
Eau de Cologne and other Scents.

Ball, Reception, and Wedding Dresses made in the most Fashionable Styles.

VICTORIA EXCHANGE, QUEEN'S ROAD, HONGKONG.
Hongkong, 17th October, 1881.

KELLY & WALSH'S

CHEAP AND LIGHT LITERATURE

New Tauchnitz Volumes.

The Black Robe, by Wilkie Collins.
Mary Marston, by Geo. Macdonald.
From the Wings, by B. H. Barton.
A Confidential Agent, by Jas. Payn.
He that will not when he may, by
Mrs. Oliphant.
Asphodel, by Miss Braddon.

Second Thoughts, by Rhoda Broughton.
Countess of Bonneval, by Lady Ful-
leton.
The Hunters at Launin' Head, by Mrs.
Lynn Linton.
Dr. Wottle's School, by A. Trollope.

New Novels at 75 cents.

Moths, by Ouida.
A Tangled Skein, by the Author of
Filthy Lucre.
The Capel Girls, by Ed. A. Garrett.
High Spirits, by James Payn.
A Pink Wedding, by R. M. Jephson.
Mr. Dorillon, by Jean Middlemass.

Lord Beaconsfield's Novels.
Ready Money Mortiboy Series of Novels
Charles Lever's Novels.
Whyte Melville's Novels.
Wilkie Collins's Novels.
Ouida's Novels.
Miss Braddon's Novels.

Useful Hand Books, 50 cents. each.

Familiar French Quotations.
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Dictionary of Blunders.
The Secretary's Assistant.
Plutarch's Lives.

Rejected Addresses.
Bible Truths with Shakspearian Pa-
rallels.
Dictionary of English Proverbs.
Companion Letter Writer.

Hongkong, 1st October, 1881.

BY SPECIAL APPOINTMENT TO
H.E. THE GOVERNOR OF HONGKONG,

AND TO

H.I.H. THE GRAND DUKE ALEXIS OF RUSSIA.

T. N. DRISCOLL,

TAILOR, HOSIER, HATTER, AND GENERAL OUTFITTER,

No. 6, QUEEN'S ROAD CENTRAL,

Next door to the Chartered Bank of India, Australia, and China,
Is now showing a large and well selected Stock of Black and Blue
BROADS and DOESKINS.

VENETIANS, CASSIMERES.

MELTONS, French, and West of England COATINGS.

SUITINGS, VESTINGS, and TROWSERINGS.

Black, Blue, and Brown BEAVERS.

ELYSIANS, French WITNEYS.

NAPS and PILOTS for OVERCOATINGS.

Irish FRIEZES for ULSTERS, in all the leading Colours.

The Outfitting Department is well assorted in everything requisite
for the coming Season.

All Orders executed promptly, a PERFECT FIT guaranteed.

A. S. WATSON & Co.
WHOLESALE AND RETAIL
DRUGGISTS,
GENERAL CHEMISTS,

AND
Manufacturers of the following
ADELATED WATERS, viz:
SODA, TONIC, SASSAPARILLA,
AND POTASH, LEMONADE,
GINGERADE, RASPBERRYADE,
AND PHOSPHORIC CHAMPAGNE.

Deliveries in Town and Harbour from
7 A.M. to 7 P.M.

SHIPS' MEDICINE CHESTS REFITTED,
PASSENGER SHIPS SUPPLIED.

Prompt Attention given to Coast
Orders.

HONGKONG DISPENSARY,
HONGKONG.
SHANGHAI PHARMACY,
SHANGHAI.
CANTON DISPENSARY,
CANTON.
THE DISPENSARY,
FOOCHOW.

Notices to Subscribers.

All communications should be addressed The
Editor, "Hongkong Telegraph," 16, Wellington
Street.
All letters for publication must be written on one
side of the paper only.
Correspondents are requested to forward their
names and addresses with all communications in-
tended for insertion, not necessarily for publication,
but as evidence of good faith.

Notice to Advertisers.

Advertisements and Subscriptions which are not
ordered for a fixed period will be continued until
countermanded.

DEATH.

At Victoria Barracks, on the evening of
the 23rd inst., Mrs. Calvert, wife of Mr.
O. Calvert, late Sergeant-Major Royal Innis-
killing Fusiliers after a long illness. Aged
36.

**THE
Hongkong Telegraph.**

HONGKONG, 24TH OCTOBER, 1881.

OUR morning and evening contemporaries appear to have got into difficulties over the treatment received at the Sailors' Home by the shipwrecked sailors of the *Bolton Abbey*. According to the *China Mail* of the 18th instant the men had already been on shore several days, with scarcely enough clothes to cover their nakedness, and had not been provided with jackets, although there is a large amount of clothing in the institution, "piled up from floor to ceiling." The men, says our evening contemporary, are walking about the streets of the Colony in shirts and trousers. It is also asserted that these sailors were badly treated by the Portuguese Shipping Master, and subjected to an irritating amount of snubbing and other unpleasantness.

Returning to the subject on the following evening, the *Mail* observes, on what grounds is not stated, that the remarks concerning the conduct of the Sailors' Home appear to have met with the strongest approval from those who know most about the working of the institution. It is further stated that there has been much dissatisfaction expressed lately with the system, or want of system, apparent in the management of this monument of Colonial beneficence, and instances of this alleged neglect are quoted. It is said that no attempt is made to amuse the inmates; the bowling alley is going to wreck and ruin for want of use, the books are carefully locked up, and seen only through a glass case, and "no attractions whatever are held forth to fill abundant leisure otherwise than at the drinking bar." Our contemporary admits that it is difficult to deal with sailors, but considers that some further efforts should, and must be made to add pleasant recreations to the institution, unless the *sine qua non* of the Home is to have large returns at the bar for beer and spirits. The meaning of the last sentence is somewhat obscure; however, the writer in the *Mail* no doubt meant to convey something to the minds of the general public, and what that something may be matters little. And now for the other side of the

picture. Says the *Daily Press* of the 21st instant:—

We have made enquiries as to the treatment the officers and crew of the *Bolton Abbey* received on and since their arrival at the hands of the authorities having to deal with the shipwrecked steamer. On arrival the sailors were at once given a suit of good clothes, they are boarded and lodged free of all cost at the Sailors' Home, and yesterday they were paid off, each man receiving a goodly sum of money, which unfortunately for them they are spending in the way sailors usually do get rid of their hard earned wages. The position of the officers is the hardest, as their clothes and instruments are usually of a valuable nature, and any subscription raised towards replacing them would doubtless be thankfully received. The crew of the *Geraldine Paget*, wrecked on the Pratas Shoal on the 14th inst., are being provided for in the same manner as are the crew of the *Bolton Abbey*.

The writer in the morning paper further states that he has seen a paper signed by the master, mates, nine seamen and two apprentices of the *Bolton Abbey*, certifying that they had been treated by the shipping master and other people connected with the Sailors' Home with kindness, and all the consideration their circumstances deserved, and that they were glad to glad to make a public acknowledgment of the same. A letter in the *Press* this morning from "British Shipmaster" completely exonerates the Shipping Master from the charges made against him in the *China Mail*. This correspondent was present when the whole of the crew of the *Bolton Abbey* were in the office, and he distinctly gives the lie to the statement that the men were in any way snubbed by the Shipping Master.

We have the two sides of the question, which is one of very grave importance not only to our seafaring friends; but to the whole of our mercantile community, before us, and as the evidence is of the plainest character possible, no difficulty should be experienced in arriving at a satisfactory judgment on the merits of the case. It would certainly appear to us that the *China Mail* in trying to make capital out of its no doubt justly acquired saintly reputation by a so-called philanthropic and benevolent crusade against abuses which had no existence save in its own disordered imagination, has laid itself open to the severest censure for its scandalous, and unjustifiable attack on Mr. Guterres the Portuguese Shipping Master. The imputations, deliberately made without the slightest shadow of reliable evidence to support them, have been proved to be utterly false, and, as the law-books have it, malice is inferred. Why the *China Mail* should have dared, without obtaining the most trustworthy evidence, to impugn the official character of a public officer, unless it was because he was a Portuguese, and on the off-chance that he might not be able to make himself heard in his own defence, is more than we can understand, although it is quite in accordance with the traditions of the evening print. We hear on all sides from those whose business brings them in daily contact with Mr. Guterres, that a more courteous gentleman, or more efficient Shipping Master, could not be desired for the very onerous duties he has to perform, and we have much pleasure in giving our personal testimony to the same effect. The whole of our contemporary's assertions respecting the treatment received by the crew of the *Bolton Abbey* are grossly inaccurate, and ought in fairness to all concerned to be publicly withdrawn.

The following Account, duly certified, of the average amount of Bank Notes in circulation in Hongkong during the month ended 30th September, 1881, is published in the *Gazette* for general information:—

Oriental Bank Corporation,	\$1,082,636
Chartered Merchantile Bank of India, London and China,	677,368
Chartered Bank of India, Australia, and	697,931
China,	
Hongkong and Shanghai Banking Corporation,	1,246,266
Total,	\$3,704,201

The French mail steamer has arrived and the letters will be delivered at half-past two.

A meeting of Lodge Victoria No. 1,026 will be held at Freemasons' Hall, Zealand Street, this evening at nine o'clock precisely.

The British steamer *Chinkiang* reports left Shanghai on 21st at 10 a.m., and had fresh monsoon to Turnabout, with moderately high sea; from thence to port moderate breeze and fine.

It is notified in the *Gazette* that His Excellency the Administrator has been pleased to appoint, provisionally, Acting Police Sergeant John Livesey to be officer in charge of the Gunpowder Depot, vice Mr. J. M. Butler, resigned.

The British bark *Velocity* which put back yesterday, having lost a lot of her copper sheathing, will go into the Cosmopolitan Dock this evening to undergo the necessary repairs. The small steamer *Sun Gull* goes to Kowloon tomorrow to be cleaned and painted.

A notice to mariners appears in Saturday's *Gazette*, by order of the Inspector General of Customs, to the effect that the Bethune Point Light has been shifted 146 yards to the N. 84° E. of its former position, in consequence of the washing away of the river embankment.

At about 2 o'clock this morning the steamship *Opium* broke away from her moorings and collided with the China Merchant's steamer *Tung-king*, which was lying at anchor. As the *Opium* came end on to the little Chinese steamer, the damage done was fortunately of a trifling description.

By the arrival of Her Majesty's ship *Comus* from Japan, which we reported on Saturday, we learn that the accounts which have been published in various newspapers of the virulence of the cholera and the number of cases reported as having occurred in that country, have been much exaggerated.

We notice in Saturday's *Gazette* that, His Excellency the Governor being expected here to-day by the steamship *Chinkiang*, His Excellency the Administrator invited the Members of Council Heads of Departments, Foreign Consuls, and the general community to be present at the Governor's landing, at Government Wharf.

We observe that M. Cichery, the French Minister of Posts and Telegraphs, is organizing a system of movable or "flying" post-offices. These useful establishments are so constructed as to be capable of being moved from town to town, and thus any temporary strain upon the resources of the post-office, particularly during the season at the different watering-places, will, it is hoped, be promptly and effectively met.

The Hongkong Choral Society will commence active operations for the coming season at 5.45 this afternoon in the City Hall when a general practice of the "Pirates of Penzance" will take place. As it is the intention of the Committee to give a performance of this popular comic opera during the visit of the Princes to Hongkong, it is to be hoped that members of the Society will give the executive all possible support by a regular attendance at rehearsals.

Notwithstanding the threatening weather on Saturday evening numerous parties left the harbour for Deep Bay, Castle Peak, and other places far and near, and the reports we have received are that they were generally successful in getting a good day's sport. An unusual number must have gone out on Saturday as all the Hakka boats which usually go on these expeditions were taken up early in the day and there were three steam launches at Castle Peak beside those who went to Deep Bay. Heavy bags fell to many of the guns, and in addition to a good show of snipes, many of the sportsmen had large numbers of quail, which are coming on fast in some places being already plentiful. The slopes and spurs of the hills on either side of the valley at Castle Peak are noted for holding quail, and the ground is not at all difficult to shoot over. Now the cold weather is approaching, we will shortly look out for the approach of duck at Mira Bay, Deep Bay, and second bar below Whampoa, good bags having been made some years in the second week of November.

We observe from home papers that Lieutenant Rove, the late companion of Professor Nordenskjöld in the Arctic cruise of the *Vega* has sailed for Buenos Ayres, to make the necessary arrangements in connection with an Italian expedition which will sail from that port on a voyage of discovery to Patagonia and the Antarctic regions. The expedition, which is described as a scientific commission, was to leave Genoa on October 3rd.

We regret to state that the P. & O. Company's steamer *Malacca* ran on the Princess Royal Rock last night Oct. 13th shortly after landing her pilot at Maiko. No particulars of the occurrence have yet been received, but we hear that H.M.S. *Comus* will see if any assistance can be rendered. The *Malacca* got off yesterday forenoon Oct. 14th, and we understand escaped without injury. When H.M.S. *Comus* got near the spot, the *Malacca* was already steaming away towards Maiko, where she anchored and took in the cargo which had been removed to lighten her forward. —*Hogo News*.

The active life of the Emperor of Germany is the subject of general conversation. From the review near Hanover, on Thursday of last week (Sept. 15), he proceeded direct to Danzig. On Friday the interview with the Czar took place. On Saturday he looked at manoeuvres near Konitz. He spent Saturday night in Berlin, and left on Sunday morning for Itzehoe; thence he came to Hamburg on Wednesday, leaving again for Itzehoe the same evening. He went to Kiel on Friday to witness the manoeuvres, and on Sunday he leaves for Baden to attend the Carizian marriage festivities on Tuesday. Then he will take a rest at Baden. The Emperor, in spite of this enormous work, looks very well.

The British steamer *Chinkiang*, Captain S. M. Orr, with His Excellency the Governor and party on board, steamed into the harbour about half-past eleven this morning, and the Government steam launch going off to the ship the party landed immediately; so quick was the disembarkation effected that many officials and residents were on their way to Murray Pier, but only arrived after His Excellency had landed and gone on to Government House. When His Excellency left the *Chinkiang*, a salute was fired from the *Victor Emmanuel*, and as the Governor stepped on Murray Pier, the Shore Battery announced his landing by the usual salvo. A Guard of Honour, with Band and Colours, of the Royal Inniskilling Fusiliers, under the command of Lieut. Davis, lined the Pier, and the Police, under Inspector Mitheson, lined the road to Government House. Amongst those who arrived in time to welcome His Excellency back were:—Hon. M. S. Tinnock, Colonel Hall, Dr. Stewart, Dr. Eitel, Messrs. F. Bulkeley Johnson, E. R. B. Jilios, H. E. W. de la Roche, Ng Choy, J. Gerard, G. Horspool, &c. &c.

Under the heading "The Liberal Party in Europe," the *Saturday Review* says:—"The Liberal party is in the ascendant in almost every European country. If it is asked what in this triumph of the Liberal party is tripping, what are the principles on which the party is agreed, and what are the aims towards which it is striving, it is astonishing how many of the old aspirations of the Liberals as we used to know them, have sunk into desuetude. To begin with, there is now not the slightest anti-monarchical feeling. Gigantic armies and a modest proportion of ironclads are demanded with as much favour by Liberals as by anyone else. Under the influence of this supreme desire for military strength the old Liberal faith in political economy has dwindled away until it hardly exists as the ghost of a tradition. It is true that the Liberal party in Europe has one strong feeling which unites it, and that is a horror of aggressive Socialism. But, in the first place, this is a new feeling, and in the next place, it is shared by their opponents. In every country Liberals have to face the perplexing question how they can defend a restricted suffrage and how they can afford an unrestricted suffrage. In Belgium and Italy Liberals are aware that, if every man were allowed to vote, they and their party might be swept away altogether."

We observe from the *Catholic Register* that the Amateur Dramatic performance, lately given in Macao for the benefit of the Orphans under the charge of the Italian Sisters, to which we alluded at the time, realised the handsome sum of \$123. The total amount of expenses only totalled \$56.47, and to this item the attention of the gentlemen who manage amateur performances in Hongkong is respectfully directed. Our Macao friends are to be congratulated on the satisfactory result of their labours. If we were honestly unable to speak highly of their dramatic attempts, we can conscientiously praise their energy, perseverance, and success in the cause of true charity.

We heard a strange rumour the other day—strange if true. It would appear that one of our local journals (we leave our readers to guess which, merely stating that it was not the *Telegraph*) was not so very long ago completely at the beck and call, in fact the recognised, although unofficial, organ of, and apologist for a certain "great man," who occupied a rather prominent position in our political as well as our mercantile system. The "great man" we speak of, was a good sort of fellow, if a little bit stuck up, and proud; but as familiarity breeds contempt, he would appear to have to some extent fallen from his high estate by his daily interviews with the spirited and enterprising conductor of the journal above alluded to, who at length got so familiar as to speak of this dignitary—of him not to him be it understood—as K—, without the high sounding "honourable," or even the courteous and customary prefix, Mr., which this gentleman's age, leaving his social position out of the question, demanded from all men who had any claims to breeding and education. Anyhow the enterprising journalist (?) made good capital of his intimacy with his friend K—, and on the strength of it ventured to leave off wearing patrol coats, and took to stand-up collars, and decidedly gorgeous neckties. Things generally, in fact, seemed looking up, notwithstanding the cold shoulder at Government House. However, there suddenly came a change, which proved rather a tumble-down for the energetic youth, the hero of our tale. K— was called away from the land of cockroaches, mosquitoes, hypocrisies, cant, and humbug to colder climes, and there came in his stead a man who knew not—Joseph. Our hero was nothing daunted (cheek is his strong point) so took an early opportunity of paying the latest arrival a friendly visit, for the purpose of initiating the new member for Slooam Pogis into the intricacies of our local politics. Alas! he had for once made a mistake, reckoned without his host. The most recent addition to the rank and file of honorable gentlemen was neither to be flattered, cajoled, coerced, or humbugged; in fact, he gave our hero such a bit of his mind in perfectly comprehensible English, that the enterprising one is reported to have been glad when he reached the street sound in wind and limb. The new member for Slooam wears short breeches, and as he must measure considerably over a couple of yards in length, we cannot question his kicking capacity. A few fulsome flatteries have, on the "sprit to catch a mackerel" system, lately been showered on Slooam's representative, but he refuses to bite; and we understand from most authentic sources that the disappointed one has been mooning round the city looking quite disconsolate, and fervently praying for the early return of "my friend K—." This is no extract from *Punch*. We are credibly informed it is "an over true tale." *Palmus qui morit' ferat*. That is Latin, and according to the experienced "Straits Journalist" in Japan, Mr. Yawdrey, late of Her Britannic Majesty's service in Hongkong, and special correspondent of the *China Mail*, it means, "those whom the cap fits may wear it." It did not quite mean that when we went to school, but we do not look for a very extensive knowledge of any language, either dead or living, from the *Mail* or from its experienced journalists in Ceylon, the Straits, and Japan; and then the exceedingly free translation serves our end admirably.

TOTAL WRECK OF THE STEAMSHIP
"BRISBANE."

We regret to have to record the total loss of the Eastern and Australian Steam Ship Company's steamer *Brisbane*, which left Hong Kong for the Colonies on September 29th. A telegram was received here on the 10th inst., announcing that the *Brisbane* had gone ashore whilst making for Port Darwin, on Fish Reef, just outside the Harbour. The case was at first not considered of a very serious character, and hopes were confidently entertained that by discharging a portion of the ship's cargo the vessel would ultimately be got off without sustaining material damage. All efforts, however, appear to have proved of no avail, and a telegram was received yesterday to the effect that the steamer was a total wreck. Messrs. Gibb, Livingston & Co., the Company's Agents at this port, have wired for further particulars which we hope to place before our readers in due course. We may state that the whole of the passengers have been safely landed at Port Darwin, and that in all probability the *Catherin*, which is underlined to leave tomorrow for the Colonies, *via* Foochow, will make a special call at Port Darwin to pick them up and take them on to their various destinations.

MACAO.

(FROM OUR SPECIAL CORRESPONDENT.)

MACAO, 20th October.

Having in my last communication shown that the Lyceum educational system is somewhat defective because it wastes time on looking now at the economical side of the question, I find that the institution entails a serious waste of money. It may be said that money is never lost in education, since the patrimony of the mind has a far higher value than that of material possessions; but it cannot be denied that money spent on a system of education practically defective, is as much wasted as capital invested in a non-paying concern. Commercial investments are somehow or other redeemable; but time wasted in useless studies, is not, nor is money employed in them, because no real profit is reaped, no solid instruction can be gained. How many parents have sacrificed their means in order to give their children a thorough mental training but have had to mourn over the utter failure of their efforts and the loss of their money! The blame is generally thrown upon the student; but in many cases, it is the institution itself that should be blamed. A blind confidence in its apparent security causes the parents to launch their children into it anticipating a complete success, without examining the intrinsic value of the institution, or the adaptability of its programme of instruction to the age or the scholastic propensities of the youth. Money is liberally spent; but when the settling-day of examinations comes round, the pupils are found wanting, and the expenses incurred by their parents are irretrievably lost.

I am speaking very generally, as every one knows that Lyceum education is almost gratuitous, the expenditure of the institution devolving upon the Government. Still, the pupils have to contribute something towards their tuition; the cost of their books and other accessories, which are by no means few, or cheap, is borne by them while their tax-paying parents are called upon to support an institution of a questionable character. The only economical side of the Lyceum is found where economy should be banished—the teachers' remuneration. It is well known how wretchedly low is the teacher's salary in the Lyceum. How is a professor of Mathematics, of Greek literature, or of Philosophy, to reconcile himself to a monthly income of 40 to 50 milreis, if so much, is a problem that cannot be solved unless we suppose philosophers to live on mental abstraction. Whatever may be the economical advantages of such a curriculum it certainly tends to impoverish the devotees of science to an alarming degree; it deadens the stimulus for learning; it removes from the magisterial chair those who may be best qualified to occupy it, but are not disposed to bargain their hard earned instruction for a trifling remuneration. On the other hand, it must be admitted that with the educational as well as the industrial professions, inefficient remuneration attracts only individuals of equivocal abilities, and cheap tuition, like cheap labour must necessarily produce unsatisfactory results. But leaving aside these generalities, I proceed to deal directly with the proposed Macao Lyceum, in its economical point of view. There can be no doubt that this institution will absorb a large sum of money, and that every dollar it costs will be taken from the resources of a half impoverished town. I am told that the pro-

fessors of the new Lyceum are not to be found here; they will come from Portugal, and their passages will be defrayed out of the funds of the new institution; that their salaries will be fully remunerative, as this is an inducement to obtain good teachers. They are to draw no less than Rs 1,000 \$; or at least \$1,000, per annum; and a large building adjoining St. Joseph's is to be appropriated for the Lyceum. Now, the staff of a regular Lyceum is not small. The Art. 6 of the *Regulamento*, says: "The numbers of teachers in 1st Class Lyceums shall be thirteen, and in 2nd Class Lyceums five, besides drawing masters." It is evident that the proposed Macao Lyceum is to be a 1st Class one, as it is intended to give the Macaenses a complete course of studies, as a preparation for the Portuguese Universities or the Goa Academy. It may also be suggested that Chinese and Mandarin classes are indispensable, and thus we shall count at least 15 teachers directing their well combined efforts towards the intellectual regulation of the Holy City. I estimate that about \$21,000 yearly will be required to support the Lyceum, on the basis sketched above, and this estimate is not at all an exaggeration.

The pupils can contribute very little towards their education; at present, most of them contribute nothing at all. The burden of expenditure must therefore be borne by the Government. This seems to settle the question; but although the Government should be thanked for such a stroke of liberality, one would feel inclined to ask whether there is such a margin of surplus in the Budget, as to guarantee a perpetual grant of \$20,000 a year, *pro bono publico* Macaense. But where is the Budget? Where is the list of the exchequer returns and expenditure of Macao? It is not known; it is never published.

The gross amounts of revenue and expenditure are more or less known, but a detailed account is never published. I am not going to discuss the *pros* and *cons* of this fact, but should think that such an expensive institution as a national Lyceum ought to rest on a solid foundation, and that it would materially affect the interests of all concerned that such a foundation be publicly known and appreciated.

Presuming, however, that there are and will be ample funds to support a longevous Lyceum, supposing that the institution is founded on hard rock not on quicksand still there are reasons and facts which show that it is only a waste of money. The aim of the Lyceum is to prepare young men for the higher studies. It offers a certain course of instruction to the ignorant, telling them that if they become wise after completing that course, they have the means of becoming wiser, by following higher studies. Now, the value of such an offer being made to a Macao youth. What a horizon of wisdom is opened to him! yet he cannot see his way to it; he sees nothing in the way of philosophy that can improve his own well-being, as well as the general prosperity of his country; he touches the full realities of a practical life; he sees around him his companions and countrymen leading an eminently practical life, and reaping all its benefits; he knows that the peculiar position of his country is such, that unless he learns to do something for himself, he will be left destitute *malgré* his philosophy and mathematics. Consequently, he will reject the offer of superior studies, and turn his back on the Lyceum. This alone shows that all the money spent on the Lyceum will not be enough to engender that enthusiasm for sciences and high studies, which is the only guarantee for the success of a scientific institution.

The reason why there is not in Macao such an enthusiasm for high mental culture, is a question easily answered. Macao has never been a repository of science; it has been and still is an essentially commercial port. Its past prosperity was due to a lack of commercial enterprise. The same causes that have produced its past welfare, will remedy its present evils and brighten its future destiny. The people of Macao are not descendants of philosophers or of scientists, but of merchants; and as a consequence, they have an indomitable inclination to the practical walk of life, and something like an abhorrence of speculative sciences. In three hundred years, Macao has not brought forward one eminent man of science; but it has counted many a princely merchant in days gone by, and even in the present generation. All this accounts for that lack of stimulus for high mental culture which the Lyceum system of education is intended to impart, but in vain.

In my next I shall adduce a few facts connected with the history of instruction in Macao, revealing the utter uselessness of a grand programme of studies and the consequent waste of money.

How to learn all your defects?—
Quarrel with your best friend.

In our infancy we cut our teeth; in our old age our teeth cut us.

Little Freddy was having his hair combed by his mother, and he grumbled at the operation. "Why, Freddy, you oughtn't to make such a fuss. I don't when my hair is combed." "Yes, but your hair ain't hitched to your head."

COMMERCIAL INTELLIGENCE.

THIS DAY, ONE P.M.

A very extensive business has been transacted in Docks since we last wrote, considerably over a thousand shares having changed hands. Most of the transfers were effected at 30 per cent. premium for the end of the present month, but a large number of shares were also booked at 31 for the end of November. It can hardly be said that these transactions have to any considerable extent restored confidence in the stock, as offers to sell at 31 for Oct. 31st are still heard, without being responded to. The stock is undoubtedly firmer than it has been lately, although there are no indications of the big rush we heard so much about at the middle of last week. Banks have been speculated in at 113 for the end of the year to some considerable extent, but offers to sell for cash at 110 have not been closed with, and altogether we may safely say that the shares are not firm in the market at that rate. We noted one share of the North China Insurance Company which changed hands this morning at Tls. 1,125. Chinese Insurances are offered at 307, but no business has come under our notice. Hongkong Firoos are also weaker, and we heard this morning offers to sell at 950—a reduction of 10 on the former quotations. Sugars are again offered at 160, but up to the time of going to press no business has resulted. Other stocks remain *in statu quo*.

SHARES.

Hongkong and Shanghai Banking Corporation—110 per cent. premium, Sellers.
Union Insurance Society of Canton—\$1,650 per share.

China Traders' Insurance Company—\$1,600 per share.

North-China Insurance Company—Tls. 1,125 per share.

Yangtze Insurance Association—Tls. 830 per share.

Chinese Insurance Company—\$307 per share, sellers.

Man On Insurance Company, Limited—\$25 per share premium.

On Tai Insurance Company, Limited—Tls. 150 per share.

Hongkong Fire Insurance Company—\$950 per share, Sellers.

China Fire Insurance Company—\$230 per share, Sellers.

Hongkong and Whampoa Dock Company—31 per cent. premium, sellers.

Hongkong, Canton, and Macao Steamboat Company—\$24 per share premium, Buyers.

China Coast Steam Navigation Company—Tls. 162 per share.

Hongkong Gas Company—\$35 per share.

Hongkong Hotel Company—\$105 per share, Sellers.

China Sugar Refining Company, Limited—\$160 per share.

China Sugar Refining Company (Debentures)—3 per cent. premium.

Hongkong Ice Company—\$123 per share.

Hongkong and China Bakery Company, Limited—\$30 per share.

Chinese Imperial Government Loan of 1880—1 per cent. premium, ex interest.

Chinese Imperial Government Loan of 1881—3 per cent. premium.

EXCHANGE.

On LONDON—Bank Bills, T.T. 3/8 1/2

Bank Bills, at 30 days sight 3/8 1/2

Bank Bills, at 1 month sight 3/8

Credit, at 1 month sight 3/8 1/2

Disjunctive Bills, 4 months sight, 3/8 1/2

On PARIS—Bank Bills, demand 4/6

Credit, at 1 month sight 4/6

On BOMBAY—Bank, T.T. 223

On CALCUTTA—Bank, T.T. 223

On SHANGHAI—Bank, T.T. 73 1/2

Private, 30 days sight 73 1/2

HONGKONG TEMPERATURE.

(TAKEN AT MESSRS. FALCONER AND CO.'S REGISTER, QUEEN'S-ROAD.)

Hongkong, 22nd and 24th October.

BAROMETER—1 P.M. 29.940

Do. 4 P.M. 29.940

Thermometer—1 P.M. 76.

Do. 4 P.M. 76.

Do. 1 P.M. (Wet bulb) 71.

Do. 4 P.M. Do. 71.

BAROMETER—9 A.M. 30.078

Thermometer—9 A.M. 79.

Do. 9 A.M. (Wet Bulb) 74.

Do. Maximum 76.

Do. Minimum (over night) 76.

The special correspondent of the *Daily News* writes from Madrid, on the 2nd ult. as follows:—The irritating question of the Spanish claims for Arab outrages in Saida has again created much animus against France in the Madrid Press. Unfortunately, opinion in Spain had been led to believe that the French Government admitted unconditionally the claim for indemnity, based on the Spanish charge of incapacity and neglect against the French military authorities in Oran. Before King Alfonso left for the Royal tour it was even reported that France had agreed to give 80,000 M. On the contrary, negotiations had remained suspended, both Governments being busy with their elections, and now the French Minister has simply repeated his former offers of compensation after a regular inquiry in Oran, but subject to a promise that Spain will examine and satisfy at an early date old-standing claims of residents in Oran and Spain injured by civil wars, and who are pressing the French Government for satisfaction since the Saida question was opened.

SHIPPING INTELLIGENCE.

ARRIVALS.

Oct. 22, TARTAR, German brig, 256, Kasmara, Newchang 13th October, Beans.—Molchers & Co.

Oct. 23, KASSA, British bark, 312, Brown, Whampoa 22nd October, Ballast.—Chinese.

Oct. 23, HOIHOW, British steamer, 895, T. Shaw, Chinkiang 18th Oct., General.—Butterfield & Swire.

Oct. 23, VELPOIRY, British bark, 490, R. Martin, put back, ballast.—Fustan & Co.

Oct. 23, TAKASAGO MARU, Japanese str., 1,230, C. Young, Yokohama 15th Oct., and Kobe 18th, General.—M. B. M. S. S. Co.

Oct. 23, BREMA, German bark, 360, Timpe, Newchawang 13th Oct., Beans.—Wielor & Co.

Oct. 24, ATALANTA, German steamer, 717, E. L. Pfaff, Chefoo 18th Oct., Beans.—Siemssen & Co.

Oct. 24, DEVONSHIRE, British steamer, 1,513, Pervis, Newcastle, N.S.W., 28th September, Coal.—Russell & Co.

Oct. 24, CHINKIANG, British steamer, 797, S. M. Orr, Shanghai 9th October, General.—Siemssen & Co.

Oct. 24, YANGTZE, French steamer, 3,774, Lormier, Marseilles 18th September, Naples 20th, Port Said 24th, Suez 25th, Aden 30th, Colombo 8th October, Galle 9th, Singapore 18th, and Saigon 19th, Mails and General.—Messageries, Maritimes & Co.

DEPARTURES.

Oct. 22, LUOY, British brigantine, for Whampoa.

Oct. 22, CHINA, German steamer, for Coast Ports.

Oct. 23, STROB NORDBISK, Danish steamer, for Shanghai.

Oct. 23, BRUTUS, German steamer, for Hoihow.

Oct. 23, PEARL, British bark, for Ningpo.

Oct. 23, HOIHOW, British steamer, for Canton.

Oct. 24, NORWAY, British steamer, for Whampoa.

Oct. 24, IRAOUADY, French steamer, for Saigon and Marseilles, &c.

PASSENGERS.

ARRIVED.

Per Takasago Maru Japanese steamer, from Yokohama and Kobe, Mr. J. Reymullen, and 9 Chinese.

REPORTS.

The German steamer Atalanta, from Chefoo, reports stiff N.E. monsoon since 20th inst. to port.

The German bark Brema, from Newchawang, reports strong monsoon and high sea.

The Japanese steamer Takasago Maru, from Yokohama, &c., reports strong N.E. winds, overcast, and continued rain throughout.

The British bark Velocity, reports put back on account of the typhoon and copper getting loose on the bottom.

The German brig Tartar, from Newchawang reports:—The first part of the passage fresh North wind. The latter part strong Northerly wind blowing in Formosa Channel with hurricane force, and very high sea from Breaker Point; strong N.E. monsoon for the last 24 hours.

The British steamer Devonshire, from Newcastle, N.S.W., reports:—Light, variable airs and calms to the line which was crossed in long. 149.44 E.; from thence to lat. 13.11 N., variable winds; low glass and heavy rain; a typhoon was met with in the above lat. doing considerable damage to ship and boats; the rest of the voyage strong E. to N.E. winds with wet weather.

The British steamer Hoihow reports:—Left Chinkiang on the 18th inst. at 9 p.m. and Wosung at noon on the 19th; anchored in Amoy Roads on the 21st at 5 p.m.; and left again on 22nd at 7 a.m. Arriving in Hongkong on the 23rd at 9.15 a.m. Had light airs and calms to Tungting from thence to Pedro Blanco strong N.E. gale with high sea; from thence to port moderate E.N.E. wind and misty weather.

MAILS.

The following mails will close:—
TO-DAY, 24th October.—

For Bangkok, per Consolation, at 2.30 p.m. For Saigon, per Nona, at 3.30 p.m.

TO-MORROW, 25th October.—
For Foochow, Port Darwin, Thursday Island, Cooktown, Townsville, Sydney, Melbourne, Adelaide, &c. per Catterthun, at 3.30 p.m. For Swatow, Amoy and Foochow, per Thales, at 5 p.m.

On FRIDAY, 28th October.—
For Kobe and Yokohama, per Takasago Maru, at 3.30 p.m.

On MONDAY, 31st October.—
For the United Kingdom and Europe, via Brindisi, to the Straits Settlements, Batavia, Borneo, Ceylon, India, Aden, Egypt, Malta, Gibraltar, and Mauritius, per Khiva, printed matter at 2 p.m., letters at 3 p.m.

On THURSDAY, 3rd November.—
For Straits and Bombay, per Avoca, at 2.30 p.m.

MacEwen Frickel & Co.

GENERAL STOREKEEPERS, &c.
HAYE FOR SALE.

Groceries.
Crosse & Blackwell's, Celebrated Household Stores.

John Moir & Sons', Celebrated Household Stores.

American Stores of all descriptions.
Huntley & Palmer's BISCUITS & CAKES,
BUTTER, Danish & French, Philippe
& Canada's PATES &c.,

CHUTNIES & CURRY
POWDER, PEYSSONEAU'S
FRUITS in juice.

COFFEE, SUGAR, &c., &c.
Wines, Spirits, &c.

CUTLER PALMER & Co.'s "CARTE
BLANCHE" HEIDSIOCK & Co.'s MO-
NOPOLE, pts. and qts. ADOLPHE
COLLIN'S BOUZY CABINET.

MUMM'S (Jules), CHAMPAGNE
pts. and qts.
NEYENS (Boden) BOUZY,
pts. and qts.

Charles Heidsieck's WHITE SEAL,
pts. and qts. VEUVE OLIVIER PONS-
SARDIN, pts. and qts. Theophile Ro-
derer & Co.'s VERZENAY MOUSSEUX,
pts. and qts.

Krug's CHAMPAGNE, pts. and qts.

CUTLER PALMER & Co.'s CHAT-
EAU MOUTON, LORMONT, pints,
and quarts.

ARAUZAN (Chateau), pints and quarts,
HERMITAGE LUDON, THIBCEUF
(Chateau), pints and quarts.

CHATEAU LAROSE (Cuvier & Adet's),
pints and quarts.

CHATEAU LAFITE, pints and quarts.
IRES GRAVES, pints and quarts.
BREAKFAST CLARET, pints and quarts.
OLD INVALID CLARET.

St. JULIEN, &c., &c. Breakfast Claret.

Burgundy, Hock, Sherries, &c.
Chambertin, Chablis (White), Liebfrau-
milch, Hockheimer, Niersteimer, Stein-
berger Cabinet, Rudesheimer

Berg, Konigin Victoria Berg,
Chateau Yquem, Grand
Vin, Haut Sauterne

Marsala, Saccione's
Pale Dry White Seal Sherry, Yellow Seal
Amontillado Sherry, Cutler Palmer
and Co.'s Sherry, Invalid
Port (1848), Hunt's Port.

Brandy, Whisky, Liqueurs, &c.
1, 2 and 3-star Hennessy's Brandy,
La Grande Marque Brandy,
Cutler Palmer & Co.'s

Brandy, Rouyer Guillet & Co.'s Brandy,
1 to 4 stars; Finest Old Bourbon
produced,
Kinahan's LL Irish Whisky,
Jameson's Irish

Whisky, Royal Glendoe
Whisky, AVH Gin, Swaine
Boord & Co.'s Old Tom
Gin; La Grande Chartreuse, Green
and Yellow, Maraschino de Zara, Curaçao,
pints and quarts; Angostura,
Boker's and Orange Bitters,
&c., &c.

BASS'S ALE, bottled by Cameron and
Saunders, pints and quarts.

GUINNESS'S STOUT, bottled by E. &
J. Burke, pints and quarts.

PILSENER BEER, in quarts.
DRAUGHT ALE and PORTER, by
the Gallon.

Fine ALE, bottled by MacEwen, Frickel
& Co. ALE and PORTER, in hogsheads.

Aerated Waters.
SODA WATER,
LEMONADE,
TONIC WATER.

SARSAPARILLA,
&c., &c., &c.

The Finest Stocks of
CIGARS, CAVITE CHEROOTS,
PRINCESA CHEROOTS,
PRINCESA CIGARS, AROCEROS,
VEGUEROS,
&c., &c.

"PERFECTION" All Specially
Selected.

EMPRESS OF INDIA, and Best NAVY.
STATIONERY, BOOKS &c.

"Franklin Square" Library,
"Seaside" Library,
Harper's Half-hour Series,
French Novels,
Medical Works,
School Books,
Presentation Books.

Works of reference &c.
Stationery for Ladies and Office use,
Direct from the manufacturers the best,
and Cheapest in Hongkong.

Special orders in this line executed on
very moderate terms.

Papers ruled to any pattern and stamped
Plain, cameo or relief.
Dies engraved to order. Office requisites
of every description.

Milner's Fire Proof Safes, Cash and Dead
Boxes, Brushware,
Cutlery, Crockery, and Glassware.

Builder's Hardware material, Sporting
Guns, Revolvers and Sporting
ammunition.

Sailmaking and Rigging promptly exe-
cuted.

CHAIR AND BOAT HIRE.

Legalised Tariff of Fares for Chairs, Chair Bearers, and Boats, in the Colony of Hongkong.

CHAIRS AND ORDINARY PULLAWAY BOATS.
Half hour,10 cents.
Hour,20 "
Three hours,50 "
Six hours,70 "
Day of 12 hours, One Dollar.

To VICTORIA PEAK.
Single Trip.

Four Coolies,\$1.00
Three Coolies,0.85
Two Coolies,0.70
Return (direct or by Pole-foo-lum).
Four Coolies,\$1.50
Three Coolies,1.20
Two Coolies,1.00

To VICTORIA GAP (TO LEVEL OF
UMBRELLA SEAT).
Single Trip.

Four Coolies,60 cents.
Three Coolies,50 "
Two Coolies,40 "
Return (direct or by Pole-foo-lum).
Four Coolies,\$1.00
Three Coolies,0.85
Two Coolies,0.70
The return fare embraces a trip of not more than three hours.

For every hour or part of an hour above three hours, each Coolie will be entitled to an additional payment of 5 cents.

Day Trip } Peak, ...\$0.75 each Coolie
(12 hours) } Gap, ...\$0.60 each Coolie

Licensed Bearers (each).

Hour,10 cents.
Half day,35 "
Day,50 "

BOAT AND COOLIE HIRE.

1st Class Cargo Boat of 800 or 900 piculs, per day,\$3.00
1st Class Cargo Boat of 800 or 900 piculs, per Load,\$2.00
2nd Class Cargo Boat of 600 piculs, per day,\$2.50
2nd Class Cargo Boat of 600 piculs, per Load,\$1.75
3rd Class Cargo Boat or Hakau Boat of 300 piculs, per day,\$1.50
3rd Class Cargo Boat or Hakau Boat of 300 piculs, per Load,\$1.00
3rd Class Cargo Boat or Hakau Boat of 300 piculs, per Half day,\$0.50

PULLAWAY BOATS.

One Hour,\$1.00
One Hour,\$0.20
Half-an-hour,\$0.10
After 6 P.M.,10 cents extra.
Nothing in this Scale prevents private agreements.

STREET COOLIES.

Scale of Hire for Street Coolies.
One Day33 cents.
Half Day20 "
Three Hours10 "
One Hour5 "
Half Hour3 "
Nothing in the above Scale is to affect private agreements.

For Sale.

FOR SALE.

ANGLO-CHINESE CALENDAR FOR 1881.
NEATLY PRINTED ON CARD BOARD.
PRICE:—10 cents.
DE SOUZA & Co.

FOR SALE.

WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen.—Price 50 cents.
DE SOUZA & Co.
Hongkong, 28th June, 1881.

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A SELECTED ASSORTMENT of MENU CARDS, SEAT CARDS, VISITING CARDS.
Apply to
DE SOUZA & Co.

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FOR THE YEAR 1882,

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ENTITLED

"THE HONGKONG DIRECTORY
AND HONG LIST FOR THE
FAR EAST."

THE above work will be published on the 1st of January next, at the office of this Paper, and will contain a Directory for the Ports in the large portion of Asia comprised between Penang, in the Straits Settlements, and the Northern Ports, including Formosa; the Treaty Ports of China and Japan; the Philippine Islands; the British Colony of Hongkong; and the Portuguese Colony of Macao. The work will also contain the Principal Treaties between European countries and the United States and the countries East of the Straits, together with conditions of Trade, and the Port, Customs, Consular and Harbour Regulations for the Ports of China and Japan; and a description of the Ports, with the latest Trade Statistics taken from the Reports of the Imperial Maritime Customs and other reliable sources.

The various Governments and Municipal Corporations will be applied to for information, and all Public Bodies and Companies, Bankers, Merchants, Consuls, and Professional and other Residents, will supply the necessary matter to ensure correctness upon forms sent for that purpose. The Naval and Military portions will be taken from the latest published official lists and revised at Head-quarters; in fact no pains will be spared to make "THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" a perfectly reliable *vade mecum*.

It is intended to make this work a medium for Advertisers at a cheap rate, and the charge for Advertisements will be

\$10 per page in Hongkong, and \$12 at Outports.

The size of the Page will be SEVEN INCHES AND A HALF LONG BY FOUR INCHES AND THREE-QUARTERS; this space will admit of a large quantity of matter and all Advertisements will be tastefully and prominently displayed. Blocks of any description will be inserted, but there must not exceed the above dimensions.

"THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" will, in order that it may circulate extensively outside this Colony, be published at a POPULAR PRICE, and can be ordered at this Office or obtained from the Agents (list to be hereafter published) for

TWO DOLLARS.

There is not space in the compass of an ordinary advertisement to detail all the mass of information it is intended to introduce into the work, but it may be fairly asserted that no such Directory has ever been published either in Hongkong, or any other part of the East, at the price.

"Telegraph" Office, Hongkong,
October 1st, 1881.

SHIPPING IN HONGKONG HARBOUR.

Exclusive of late arrivals and departures this morning.

In this table the anchorage of Hongkong Harbour is divided, for purposes of reference, into five sections:—No. 1 extending from Green Island to the P. and O. Company's Wharf; No. 2 from the P. & O. Company's Wharf to the Canton and Macao Steamboat Co.'s Wharf; No. 3 from the Canton and Macao Steamboat Co.'s Wharf to the Government Wharf; No. 4 from the Government Wharf to the Wanchai Pier; and No. 5 from the Wanchai Pier to Kellett's Island.

Vessels.	Section.	Date of Arrival.	Captain.	Flag and Rig.	Tons.	Consignees.
Steamers.						
Anger Head	3	Oct. 7	Roper	British	1299	D. Lapraik & Co.
Catterthun	8	Oct. 16	Miller	British	2167	Gibb, Livingston & Co.
Conquest	†	Sept. 28	Hamlin	British	318	Shun Hang Hong.
Consolation	2	Oct. 13	R. Young	British	764	Yuen Fat Hong.
Fame	3	—	A. Stopani	British	117	H. K. & W. Dock Co.
Gaelic	†	Oct. 19	Kiddley	British	1712	O. & O. S. S. Co.
Japan	* Oct.	6	Gardner	British	1865	D. Sassoon, Sons & Co.
Jolano	3	Oct. 11	Marquez	Spanish	654	R. Mourante.
Kiang-ping	3	Oct. 19	Holms	Chinese	392	C. M. S. N. Co.
Kiang-chow	2	Oct. 10	A. Love	British	160	Chinese.
Nona	2	Oct. 11	Waeffel	German	669	Ed. Schellhass & Co.
Oaklands	2	Oct. 16	Payne	British	710	Butterfield & Swire.
Ocean	3	Sept. 11	Webber	British	1039	Geo. R. Stevens & Co.
Paladin	3	Oct. 20	Parker	British	897	Arnhold, Karberg & Co.
Rajanattianuhar	†	Sept. 21	Hopkins	British	933	Yuen Fat Hong.
Sea Gull	4	—	Hayden	American	48	China Traders Co.
Shun Tip	3	July 7	Man Fu	Annamese	93	Captain.
Takasago Maru	3	Oct. 23	O. Young	Japanese	1230	M. B. M. S. S. Co.
Tanais	3	Oct. 22	Drujon	French	1900	Messageries Maritimes.
Thales	3	Oct. 16	Pocock	British	820	D. Lapraik & Co.
Tung-ting	3	Oct. 10	F. Dunn	Chinese	315	C. M. S. N. Co.
Yangtze	* Sept.	30	Schultze	British	782	Siemssen & Co.
Yee-Tay	3	July 7	Lee Tung Tuk	Annamese	1200	Captain.
Yottung	1	Oct. 19	Goggia	British	256	K. Acheong & Sons.
Yorkshire	3	Oct. 21	Longley	British	1425	Russell & Co.

* Kowloon Dock. † Cosmopolitan Dock. ‡ Aberdeen Dock. ** Patent Slip.

SAILING VESSELS.

Vessels.	Date.	Captain.	Flag.	Tons.	Owners or Agents.
Adelo	4 Oct.	18 Logemann	Ger. bark	1132	Melchers & Co.
Alva	2 Aug.	14 L. de Souza	Port. ship	632	Brandao & Co.
Anna	3 Oct.	6 Davidson	Ger. bark	350	Wieler & Co.
Brama	3 Oct.	23 Timpe	Ger. bark	360	Wieler & Co.
B. H. Sternken	2 Oct.	18 J. Meyer	Ger. brig	235	Melchers & Co.
Citadel	3 Oct.	19 Stewart	Br. 3-mech.	245	Kong Kee.
Clara	3 July	20 Cutler	Brit. bark	930	Vogel & Co.
Daniel Barnes	3 July	22 J. G. Stover	Amer. ship	1485	Vogel & Co.
Dharwar	4 Oct.	21 Hutchins	Brit. ship	1300	Gibb, Livingston & Co.
Edmond Phinney	5 Sept.	14 J. Berry	Brit. bark	751	Carlowitz & Co.
Ellen	3 Oct.	19 Hodge	Brit. bark	499	Ghee Aik Hong.
Elvira Dorale	1 Sept.	9 Pimentel	Hawai. sh.	1303	Captain.
Esperance	3 Oct.	19 Normant	Frén. bark	272	Carlowitz & Co.
F. de Lesseps	4 Oct.	16 Matel	Frén. bark	480	Carlowitz & Co.
Friedrich	3 Oct.	5 Spiesen	Ger. bark	595	Siemssen & Co.
Gustav	4 Oct.	18 Raben	Ger. bark	656	Siemssen & Co.
Gustav & Oscar	1 Sept.	16 Hartmann	Ger. ship	1352	Captain.
Helicon	5 Oct.	5 Howe	Amer. ship	1199	Captain.
Hindostan	** Sept.	10 Belyea	Brit. ship	1547	Captain.
Hope	4 Oct.	7 Curty	Amer. ship	1177	Siemssen & Co.
Isoberg	4 Sept.	24 C. F. King	Amer. ship	1177	Siemssen & Co.
Kassa	2 Oct.	23 Brown	Brit. bark	312	Chinese.
Kim Soon Boat	1 Aug.	16 P. Beng	Siam. bark	208	Chinese.
Laurens	4 Oct.	7 A. Snow	Amer. ship	808	Melchers & Co.
Lizzie C. Troop	4 Oct.	17 Dylorning	Brit. ship	1391	Captain.
Marie Alfred	3 Oct.	19 Bregson	Frén. bark	308	Chinese.
Mary L. Stone	3 Sept.	5 A. D. Field	Amer. ship	1453	Russell & Co.
McNear	4 Oct.	21 Taylor	Amer. ship	1265	Captain.
Morning Star	3	—	Siam. bark	570	Chinese.
Phoenix	1 Oct.	7 F. Gruff	Ger. bark	683	Arnhold, Karberg & Co.
Prudencia	2 Sept.	10 Oudrichsen	Ger. bark	864	Carlowitz & Co.
Rambler	4 Oct.	7 Watson	Amer. bark	1019	Arnhold, Karberg & Co.
Regulus	4 Oct.	17 S. Meyer	Ger. ship	1145	Melchers & Co.
R. Robinson	5 Sept.	14 Smith	Amer. ship	1652	Jardine, Matheson & Co.
Spartan	5 Feb.	6 Vincent	Amer. schr.	81	W. H. Ray.
Souvenir	4 Oct.	16 Williams	Brit. bark	482	Captain.
Star of India	2 Aug.	19 H. D. Roo	Brit. bark	1040	Vogel & Co.
Stoneywall Jackson	4 Sept.	16 Swain	Amer. bark	1102	Russell & Co.
Syrac	2 Oct.	5 Braun	Amer. ship	875	D. Lapraik & Co.
Tartar	2 Oct.	22 Kasmona	Ger. brig	256	Melchers & Co.
The Tweed	2 Aug.	8 J. M. Whyte	Brit. bark	1745	Arnhold, Karberg & Co.
Titan	5 Sept.	22 G. M. Norris	Amer. ship	1229	Geo. R. Stevens & Co.
Twilight	5 Sept.	27 Westland	Amer. ship	1303	Arnhold, Karberg & Co.
Velocity	2 Oct.	23 R. Martin	Brit. bark	490	Pustar & Co.
Wagrien	2 Aug.	26 Dibbon	Ger. schr.	179	Captain.
Wega	5 Oct.	5 A. Leopold	Ger. ship	1116	Melchers & Co.
Wrecker	4 Oct.	13 Henderson	Amer. lorch	65	Captain.

* Cosmopolitan Dock. ** Kowloon Dock. † Aberdeen Dock. ‡ Patent Slip.

RIVER STEAMERS.

Vessels.	Captain.	Flag.	Tons.	Owners or Agents.
Ichang	J. Ogston	British	700	Butterfield & Swire.
Kiu-Kiang	T. Benning	British	1061	H. C. & Macao Steam-boat Co.
Kiang-ping	—	Chinese	360	China Merchant S. S. Co.
Powan	A. G. Carey	British	1890	H. C. & Macao Steam-boat Co.
Spark	Lefavour	British	140	H. C. & Macao Steam-boat Co.
White Cloud	Hayland	British	652	H. C. & Macao Steam-boat Co.
Yotsai	MacDougall	British	250	Kwok Acheong & Sons.